

Proposed Changes to CCC 40.560.010 and 40.100.070-Implementing the Policy
5.3.6, Interchange Location Policy

Very large investments of public funds in interchange improvements create capacity that has historically been treated as “free” to development on a first come, first served basis. These public investments frequently lead to requests to change comprehensive plan and zoning designations on nearby properties, as the property owners seek to absorb this “free” capacity by converting to higher value uses usually with higher trip generation rates. The resulting commercial development pattern typically results in unanticipated access points close to the ramps that negatively affect the operation of the interchange. The following is the proposed text for the interchange location policy:

***Proposed Policy 5.3.6** - The County will protect the public’s investments in existing and planned freeway and separated grade interchanges.*

Proposed Implementation Strategies: Identify and map interchange areas of influence and adopt an Interchange Area overlay district that includes design standards specific to these areas. Adopt additional criteria for plan map amendments in the Interchange Area overlay district that require proponents to replace all of the capacity used by any increase in peak hour trips through the interchange. Provide consideration for the provision of family-wage employment in review of proposed plan map amendments within the Interchange Area overlay district.

Proposed Code Amendment

In order to implement the interchange location policy and strategy the following code changes are proposed to Title 40.

CCC 40.250.050 Interchange Area Overlay District

The interchange overlay district applies to all parcels contained wholly or partially within:

- (1) A ½-mile radius of the ramp termini of an interchange and
- (2) 1200 feet of the centerline of the intersecting arterial for a distance of 2 miles from the center of the interchange along the intersecting arterial.

The interchange overlay district is applied to the subject parcels when a responsible transportation agency accepts a plan (e.g., route development plan, corridor study, or subarea plan) that identifies a new interchange or an significant interchange improvement, as defined in 40.100.070.

CCC 40.560.010 (R) Additional criteria for plan map amendments in the Interchange Overlay District

A map amendment in the Interchange Area Overlay District, as defined in CCC 40.250.050, may be approved only if all of the following are met:

- (1) The proponent commits through a concomitant rezone agreement to the full replacement of the capacity used by any increase in peak hour trips through the interchange. Improvements to replace capacity shall be constructed at the time of the development.
- (2) Where applicable, the resulting development maximizes the opportunity for family-wage employment as defined in CCC 40.350.020 (O).

Definitions

For the purpose of providing specific definitions to “significant interchange improvement”, the following language is proposed:

Amendments to CCC 40.100.070:

Significant interchange improvement	For the purposes of CCC 40.250.050, a significant interchange improvement shall be the modification of a grade-separated intersection and ramp system that requires a Federal Highways Administration (FHWA) Access Point Decision Report for highways on the federal interstate highway system or that would require such a study for all other highways and county roads if such facilities were subject to such regulation. For example, improvements that are restricted to extending the storage length of a ramp or adding a turn lane at the ramp terminus would not be considered significant; moving or reconfiguring a ramp would be defined as significant for the purposes of CCC 40.250.050.
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